

ADRESSES: "ACHEE", HONGKONG.

A. G. COKE, 4TH EDITION

ESTABLISHED 1859.

ACHEE & CO.



MAN.

TELEPHONE NO. 135.

TANSAN
NATURAL MINERAL WATER.BOTTLED BY
J. CLIFFORD WILKINSON.Per Case of 48 Half-
Bottles \$7.50Per Case of 100
Quarters 9.00An Invigorating Sparkling Table Water
possessing remarkable curative properties
for Gout, Rheumatism, Dyspepsia, Anemia,
etc.

TWO: MEDICINAL WATER.

Per Case of 48
Bottles \$10.00A bottle in the morning makes life
pleasant for the day.SOLE AGENTS:
H. PRICE & CO.,

138, Queen's Road Central.

No. 17,
QUEEN'S ROAD,
HONGKONG.Furniture
Dealers.DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.ELECTRO-PLATED,
GLASS and
CHINA WARES.PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.WM. POWELL,
LIMITED.ALEXANDRA
BUILDINGSEVERYTHING
FORLADIES' and
CHILDREN'S
WEAR.

DRESSMAKING

IN ALL THE LATEST STYLES FROM
LONDOND, PARIS AND NEW YORK

FURNISHING

IN ALL ITS BRANCHES.

FURNITURE MADE TO ORDER.

UPHOLSTERING DONE ON THE
SHORTEST NOTICE.COMPETENT WORKMEN FOR
LAYING CARPETS, etc., etc.

Estimate Free of Charge

NEW OAKSTOES,

RUGS, BEDSTEADS,

FENDERS, CURTAINS,
etc., etc.

GENTLEMEN'S

OUTFITTING

DEPARTMENT

22, QUEEN'S ROAD

(OPPOSITE THE CLOCK TOWER)

Wm. Powell, Ltd.

and that right speedily.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

ALEXANDRA

BUILDINGS.

BIRTH.

On November 27, at 147A, Bulbong
Well Road, Shanghai, the wife of J. M.
Timm, of a Son.

MARRIAGE.

On October 1, at St. Michael's-in-the-
Hamlet, Liverpool, by licence, by the Rev.
Harold A. H. Lee, of St. Michael's, Wil-
liam Henry, only son of William Parks,
Esq., Superintendent Engineer of Messrs
Samuel Samuel & Co., and Mervyn the
Rising Sun Petroleum Co., of Hiraizumi,
Yokohama, to Rose, second daughter of
Edward Jones, late C.G.I.R.N. Textile
Park, Liverpool.

DEATHS.

On Nov. 16, at 1 Kitagawadori,
3-chome, Kohoku, Yokohama, Ensign
Rosenkranz, a native of Lazarus, Ger-
many, aged 45 years.On November 13, at Tokyo, Elizabeth
Thornton, head of S. Hilda's Mission, aged 62.

NOTICE TO CORRESPONDENTS.

All business communication for this
office should be addressed to the MAN-
AGER.Communications intended for publication
should be addressed to THE EDITOR, and
not to any person by name.We cannot undertake to return rejected
communications.Any communication not accompanied
by the signature of the writer will be re-
jected without consideration.All communications must be legibly
written upon one side of the paper.

Telephone, No. 22.

MEMOS. FOR TOMORROW.

Auctions.

11 a.m.—Auction of Household Furni-
ture, at Mr. Geo. P. Lammot's Sales
Rooms.2.30 p.m.—Auction of Japanese Curios,
etc., at Mr. V. I. Remedios' Sales
Rooms.

Miscellaneous.

2.30 p.m.—Spoon Competition of The
Hongkong Rifle Association.

Amusements.

9 p.m.—Performance of Harmston's Cis-
cuses at Causeway Bay near Polo Ground.

General Memoranda.

MONDAY, December 5.—

Goods per *Scot* not cleared at 4 p.m.
on this date subject to rent.

TUESDAY, December 6.—

11 a.m.—Meeting of China Trade's In-
surance Co., Ltd., at Head Office.Goods per *Scot* unclaimed after this
date at Noon will be subject to rent
and landing charges.

FRIDAY, December 9.—

Goods per *Tilly* undelivered after
this date subject to rent.

SATURDAY, December 10.—

9 p.m.—Performance by the Hongkong
Amateur Dramatic Club in City Hall.A. S. WATSON
& Co., Ltd.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO

HIS EXCELLENCY THE

GOVERNOR.

WATSON'S

BALSA M

OF

ANISEED

is not a cure all, but

IT DOES CURE

A COUGH,

and that right speedily.

A. S. WATSON & CO.,

LIMITED,

THE HONGKONG DISPENSARY.

ALEXANDRA

BUILDINGS.

BIRTH.

At night when the tides are strong and
the native junks are plentiful. The
Government is, however, about to widen
this opening so that this difficult bend
will be removed. The idea is to make
this pass so wide that steamers can
steam straight on, and further will not
be compelled to wait should some other
craft be approaching. This will be a
great improvement, and will be
much appreciated by those who use
this reach, through which, however,
several streams seldom pass. Althoughthe Chinese Government is supposed to
find the funds to carry out the work,
it is placed under the supervision of the
Foreign customs, and therefore a guar-
antee is forthcoming that the work will
not be scamped but will, as far as
possible, be effectively done. It is to
be hoped that the whole thing will be
put through at once and finished with,
for it must be evident by this time to
the best informed and most intelligent
of the native officials that such crude
obstacles, while they offer serious
resistance to the ordinary traffic on the
river, can furnish no lasting opposition
to modern warships, or the all-powerful
dynasty, if any of the Powers deemed
it necessary to force their way to
Canton.

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office should be addressed to the MAN-
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should be addressed to THE EDITOR, and
not to any person by name.We cannot undertake to return rejected
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jected without consideration.All communications must be legibly
written upon one side of the paper.

Telephone, No. 22.

THE CHINA MAIL.

HONGKONG, FRIDAY, DECEMBER 2, 1904.

THE CANTON RIVER
BARRIERS.It would appear as if the Chinese Go-
vernment in earnest in its desire to
make easier the navigation of the
Canton river. Three lights, as is gen-
erally known, have been placed in
prominent positions, which materially
assist ship-masters who have to navigate
the river after dark, and, as the number
of steamers which nightly ply between
Hongkong and Canton, is greater than
ever before, and not likely to be less in
the future, this attempt to render safe
the passage of the river, though not all
that might be hoped for, is to be com-
mended, and is, we hope, but an
indication of what may further be
expected. Beyond this, however, serious
efforts are being made to remove the
useless barriers which Chang Chih
Tung, and others have, from time to
time, placed in the river to prevent real
or imaginary enemies from attacking
Canton. At the time of the so-called
Franco-Chinese war, much money was
expended, and many obstacles were
dumped down or fixed up in the river,
which, as the well-informed know,
would interfere seriously with the
ordinary riverine navigation. These
obstacles have been allowed to remain
there till this day and have very much
interfered with the free movements of
the steamers, especially, when, during
strong tides, ships have been compelled
to wait till some lumbering junk has
 leisurely cleared its way through the
only narrow opening. In the 'Beach
Reach' already, we have been informed,
most of the old wooden piles have been
removed and the coolies are at work
removing the rocks which Chang Chih
Tung dumped into the river. In addi-
tion, work has been commenced on the
steel barriers, which, except for a small
opening, stretched quite across the
river. The difficulty of removing these
is reported to be considerable. They
are said to be screwed into sockets and
have been left to rust therein for about
twenty years, and, therefore, do not
yield easily to the force available.
However, some of them have been re-
moved and the coolies are still at work
on them. It was hoped at one time
that sufficient funds would be available
to remove the entire set of barriers,
lock, stock, and barrel, and though
this will not be attempted at once
it will probably be done as soon as
the necessary money is accumulated.
As is well known, the Chinese
Government at present is somewhat
hard driven for funds to meet the ordi-
nary, not to speak of the extra-
ordinary, claims on the exchequer, and
therefore there is little hope that the
entire work will be pushed through at
present. On the other hand something
substantial is being attempted, and what
is done, will appear as advantageous
as it should stimulate those in author-
ity to attempt the remainder. In
addition to what is being accomplished
to help navigation in the 'Beach Reach'
some improvement is to be made with
the 'Inner Reach' too. It is well
known that the passage through this
barrier is difficult, owing to a sharp
bend which must be rounded, and pilot
boats must exercise great care here especially.In Kowloon they do things with
an eye to the appropriate. An interna-
tional walking match is to be held, and
entrance fees, etc., are to be paid to Mr
Lightfoot.Persons who live in this Colony and dis-
believe in the reality of the smoke nuisance
should have an eye to the harbour before
nine o'clock this morning to appreciate how
grisly is the offensive trouble. Steamers
and launches, the naval extension works in
particular, seem to have combined in a
sooty conspiracy to smother up the Island.
From half way across the harbour the build-
ings on the Praya could not be discerned,
and the foreshore was buried in a black
bank of smoke. As the Praya was neared
the feeling was of entering beneath a for-
bidding pall to commit suicide by asphy-
xiating. Surely something can be done to
minimize this evil. Numerous books and
pamphlets have been written on smoke pre-
vention and consumption. Some can be
purchased locally, and it would probably
enlighten those responsible if they under-
took to study of them.If what the N.Y. Daily News says is
true we cannot afford to be too proud or
too bumptious over our defeat of Shanghai
in the recent Interport matches. Our
northern contemporary publishes the fol-
lowing paragraph:—At the supper at the
Hongkong Club which followed the fall on the
Cricket Ground there, the Hongkong
Umpire, Mr. A. G. Ward, acknowledged
with hearty apologies and regret that two
mistaken decisions on his part gave the
match to Hongkong which would otherwise
have been won by Shanghai. Twice he
gave Hongkong batsmen "not out," when
they were really "out," and this gave
Hongkong 80 runs which these batsmen
subsequently compiled. As these were
not invited to the supper we cannot say if
Mr. Ward did make the acknowledgments
credited to him. He did, it is a pity he
did not speak out earlier so that the match
could have been replayed. This Hong-
kong "Victory" puts us in mind of a report in
an Australian paper:—The Whits defeated
the Blacks—with the valuable assistance
of the Umpire. There is not much credit
in winning a match with 12 men—one be-
ing the Umpire—and if Mr. Ward really
did give wrong decisions the Hongkong
Club should take the first opportunity of
reproaching their regents and crediting
the win to Shanghai. It would have been
far better had Mr. Ward said nothing about
his mistake. There will not be much satis-
faction on either side now.

GENERAL NEWS.

A Steamer Hears.

An Amsterdam telegram, dated Octo-
ber 27, says:—The preparations on the
steamer *Bataan* V.L. will be con-
veyed in the cabin containing the remains of Mr.
Krieger, South Africa, are being pushed
forward. The hulls are being painted black
and the deck and gangway are being painted
white, giving the vessel a sombre
appearance, which is in keeping with its
mission. The funnel retains its usual white
and red mark. The *Chapelle* extends in the
upper hold, extending over the whole
beam of the vessel, with entrances on the
port and starboard sides. It measures
ninety square yards, and is ten feet high.
At the back of the *Chapelle*, near the
steering-room, a canopy has been erected,
under which in the catafalque, which is
placed in the middle of the ship. The whole
is decorated in Empire style, and is
draped in black cloth with a silver border.
The canopy, which weighs 1,000 lbs., is
supported by four pillars, and is
decorated with four lions.The coffin, which weighs 1,000 lbs., is
placed in the middle of the ship. The whole
is decorated in Empire style, and is
draped in black cloth with a silver border.
The canopy, which weighs 1,000 lbs., is
supported by four pillars, and is
decorated with four lions.

GENERAL NEWS.

A Steamer Hears.

The *China Mail* tells the following story:—In
one night that Mr. Chi Woon-yung, the former
privy councillor, has got one curious box in
his dream which was given by a friend: when
he awoke he found the same box at front of him.
At once that Mr. Chi Woon-yung presented
the box to Emperor and the Emperor himself
opened the box, and when he looked in, he found
the four words "big rain, heavy fall" and other words
"Ul Sa 3rd month" and some more other words
which recorded the future fortune of Mr.
Chi Woon-yung, the Kuan of Chendu.

Korean English.

The native reporter to the *Korea Daily
News* tells the following story:—In one
night that Mr. Chi Woon-yung, the former
privy councillor, has got one curious box in
his dream which was given by a friend: when
he awoke he found the same box at front of him.
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Chi Woon-yung, the Kuan of Chendu.

GENERAL NEWS.

A Steamer Hears.

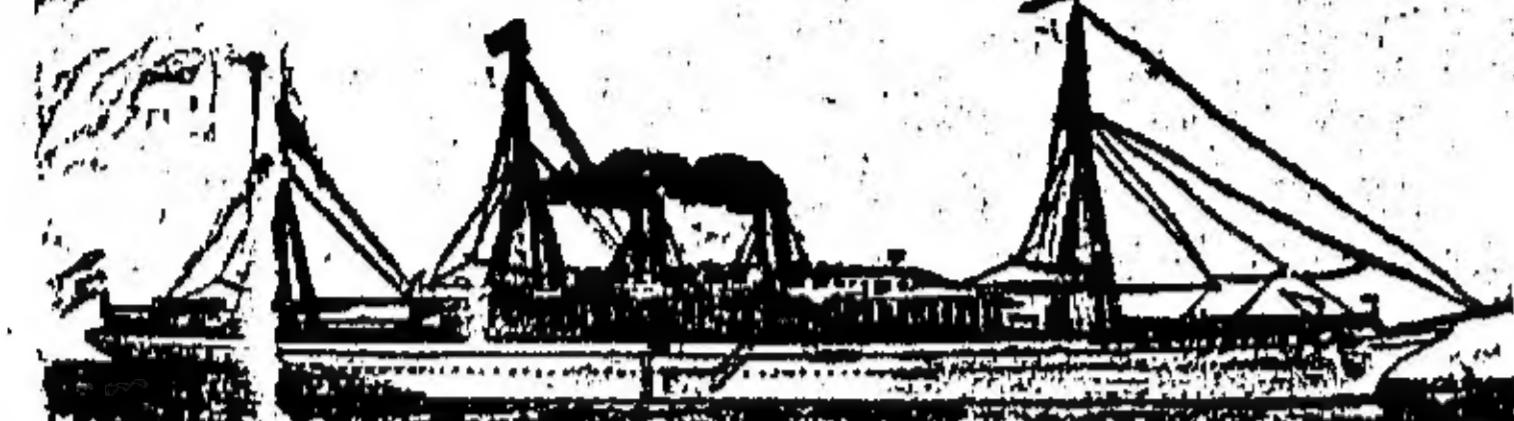
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named—
STEAMERS TO RAIL OR RUMBLE.
SHANGHAI..... { ^{Evening} G. PHILLIPS } About 4th Freight and
LONDON, &c..... { ^{Evening} F. K. SUMMERS } Noon, 3rd See Special
SINGAPORE AND BOMBAY { ^{Evening} J. B. FERGUSON } Noon, 5th Freight only.
December. December. December.

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, December 1, 1904. 26

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 18 knots,
Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG, (Subject to alteration, 1904.)
R.M.S. EMPRESS OF JAPAN..... 8000 Tons..... WEDNESDAY, Dec. 14, 1904.
R.M.S. ATHENIAN..... 3882 Tons..... WEDNESDAY, Dec. 28.
R.M.S. EMPRESS OF CHINA..... 6000 Tons..... WEDNESDAY, JAN. 11, 1905.
R.M.S. TARTAR OF CHINA..... 4425 Tons..... WEDNESDAY, JAN. 25.
R.M.S. EMPRESS OF INDIA..... 6000 Tons..... WEDNESDAY, Feb. 8.

Hongkong to London, 1st Class, via St. Lawrence \$60, via New York \$62.

Intermediate on Steamers, 1st Class \$40, 2nd Class \$24.

THE magnificient 'EMPEROR' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. W. CRADOCK, Acting General Agent, PEDDER STREET.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, (6000 TONS OF JAPAN,
MOJI, KOBE & YOKOHAMA; FOR
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL AT DAYLIGHT ON.
ARAGONIA..... 5198 SCHULDT..... Dec. 13, 1904.
NICOMEDIA..... 4370 WAGNER..... Jan. 9, 1905.
NUMANTIA..... 4370 BEHRENS..... Jan. 26, 1905.
ARABIA..... 4463 BAHL..... Feb. 20, 1905.

Through Bill of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, November 25, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

STEAMERS LEAVING
TAMSUI, V. SWATOW AND AMOY, FRITHJOE, SUNDAY, 4th
FOOCHOW, V. SWATOW AND AMOY, CAPT. H. HARALDSEN, Dec. 13, 1904.
TAMSUI, V. SWATOW AND AMOY, CAPT. A. HANSEN, WEDNESDAY,
ANPING, V. SWATOW AND AMOY, CAPT. T. BRANDT, SUNDAY, 11th
PROVIDENCE, V. SWATOW AND AMOY, CAPT. C. COXELINSEN, WEDNESDAY,
LEAVING, Dec. 14, at Daylight.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Vaux Road-Central.

T. ARIMA, Manager.

Hongkong, December 1, 1904. 26

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. To Sail.

PLEIADES..... 3763 F. G. Purinton..... About Dec. 17.
TREMONT..... 9000 Tons Capt. T. W. Gandy..... About Dec. 18.
LYRA..... 4417 G. V. Williams..... About Feb. 9.
PLEIADES..... 3763 F. G. Purinton..... About Mar. 4.

1 cargo only.

FOR MANILA.

The largest, stanchest, and most comfortable Steamers for Manila.

B.S. TREMONT..... 9000 tons Capt. T. W. Gandy..... About Dec. 18.

FOR MANILA & HONOLULU.

STEAMER..... 10000 tons Capt. T. W. Gandy..... About Dec. 18.

FOR CHINA TRADE.

EXCELLENT ACCOMMODATION, ATTENDANCE AND

ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

W. S. TREMONT & CO. have just sent their new Steamers with very complete

ACCOMMODATION, ATTENDANCE AND STEWARDESS. The services of these Steamers are now available for the China Trade.

777, CHAMBERS STREET, NEW YORK, U.S.A.

AGENTS FOR THE CHINA MAIL.

London.—F. A. B. 11 & 12, Connaught Place, London, W.C. E.C. STEPHENS & CO., 20, Connaught Place, London, W.C. E.C. SANTEL DRAGON & CO., 150 & 154, Leadenhall Street, W.M. WILLIS, 151, Connaught Street, E.C. RONALD WARWICK, 100, Fleet Street, O. MITCHELL & CO., 200, Hill, Hobson Street, E.C. SHILL ADVERTISING AGENT LTD., 107, Finsbury, E.C.

PARIS AND EUROPE.—MAYNARD, FABRE & CO., 18 Rue de la Grange, Baudouin.

NEW YORK.—THE CHINESE EVANGELICAL CHURCH, 52, West 23rd Street.

SAN FRANCISCO and American Posts generally.—BROWN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOWAN, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE ANTHROPOMETER CO., Colombo.

INDIA.—H. M. VAN DORN & CO., SINGAPORE STRAITS, &c.—KELLY & WILSON, LTD., Singapore.

PHILIPPINE ISLANDS.—A. S. WATSON & CO., Manila.

CHINA.—AMORY, N. MOALIN & CO., SHANGHAI, ELLEN, CRAWFORD & CO., and KELLY & WILSON, Yokohama, and LIMA, CRAWFORD & CO., and KELLY & WILSON.

Intimations.

NAM SING,

U. S. ARMY TAILOR,
47, QUEEN'S ROAD, CENTRAL,
BEIJING. NEW STOCK IN HAND.

Hongkong, September 3, 1904. 1630

SIE N TING,
Surgeon Dentist,
No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE
Consultation Free.
Hongkong, April 26, 1904. 628

THE

CHINA AND JAPAN

TELEPHONE.

AND

ELECTRIC COMPANY,
LIMITED.

ELECTRIC BELL
INSTALLATIONS

Fitted and
Maintained.

ELECTRIC
SUPPLIES:

BATTERIES,
ELECTRIC BELLS,
SWITCHES,
TELEPHONES,
INSULATORS,
WIRE, etc., etc.

SEND FOR PRICE LISTS
AND ESTIMATES.

ADDRESS:

2, ICE HOUSE ROAD,

Hongkong, November 21, 1904. 140

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisers.

Alterations and Additions to Advertisements on Pages 3, 5, 6, and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

G. M. BAIN
CHINA MAIL Office, May, 1904.

THE
HONGKONG
DOCKS

A. B. B. & CO., LTD.,
Hongkong, November 21, 1904.

INSURANCE.

Banks.

THE BANK OF TAIWAN,

LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL

CHARTER).

TOTAL FUNDS AT SIX DECEMBER, 1903.

£16,891,650.

I.—AUTHORIZED CAPITAL £23,000,000

SUBSCRIBED CAPITAL £20,000,000

PAID-UP CAPITAL £18,700,000

II.—LIFE & ANNUITY FUNDS £15,04,188 16

III.—LIFE & ANNUITY FUNDS £15,04,188 16

£16,898,080 8 11

REVENUE FIRE BRANCH £1,350,128 0 0

LIFE & ANNUITY BRANCHES £1,615,755 11 0

£3,550,883 11 0

THE ACCUMULATED FUNDS OF THE FIRE AND

LIFE DEPARTMENTS ARE FREE FROM LIABILITY IN

RESPECT OF EACH OTHER.

Hongkong, June 18, 1904. 1637

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Underwriters having been appointed

AGENTS for the marine business, prepared

to accept risks at Current Rates.

ALEX. ROSS & CO.

Hongkong, April 23, 1904. 1413

FIREMAN'S FUND INSURANCE CO.

OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO SIX DECEMBER, 1903.

ASSETS, GOLD £5,555,620.57

NET SURPLUS, GOLD £2,156,118.80

INCOME, GOLD £3,470,787.63

FIRE BRANCH.

THE Underwriters, having been appointed

AGENTS for the above Company, are

prepared to accept Fire Risks at Current

Rates.

SHEWAN, TOMES & CO.

Hongkong, March 23, 1904. 563

Intimations.

HONGKONG HIGH-LEVEL TRAM

WIRE COMPANY, LIMITED

TIME TABLE.

WEEK, DAY.

(On and after 1st October, 1904.)

6.45 a.m. to 7.45 a.m. Every 15 minutes

7.30 a.m. to 8.00 a.m. Every 10 minutes

8.00 a.m. to 8.30 a.m. Every 10 minutes

8.30 a.m. to 9.00 a.m. Every 10 minutes

9.00 a.m. to 11.00 a.m. Every 15 minutes

11.30 a.m. to 12.45 p.m. Every 15 minutes

12.45 p.m. to 1.15 p.m. Every 10 minutes

1.15 p.m. to 1.45 p.m. Every 15 minutes

1.45 p.m. to 2.15 p.m. Every 10 minutes

2.15 p.m. to 3.00 p.m. Every 15 minutes

3.30 p.m. to 6.00 p.m. Every 15 minutes

5.00 p.m. to 6.00 p.m. Every 10 minutes

5.45 p.m. and 9 p.m. 6.15 p.m. to 11.15 p.m. Every 10 minutes.

SUNDAY.

8.01 a.m. to 9.01 a.m. Every 15 minutes

9.00 a.m. to 9.30 a.m. Every 30 minutes

9.30 a.m. to 10.00 a.m. Every 15 minutes

10.30 a.m. to 11.00 a.m. Every 10 minutes

12.00 Noon to 1.00 p.m. Every 15 minutes

1.00 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 6.00 p.m. Every 10 minutes

6.00 p.m. to 7.00 p.m. Every 15 minutes

7.00 p.m. to 8.00 p.m. Every 10 minutes

NIGHT CARS IN USE.—WEEK-DAYS.

SUNDAY.

EXTRA CARS AT 11.30 and 11.45 p.m.

SPECIAL CARS BY ARRANGEMENT AT THE COMPANY'S OFFICE, ALEXANDRA BUILDINGS, DES VOUX ROAD, HONGKONG.

JOHN D. HUMPHREY & SON,

General Managers.

Hongkong, September 30, 1904. 1633

EAST FRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Formular Form.

NOW READY.

Copies may be had at CHINA MAIL OFFICE.

Price 10 Cents each.

三才圖

1.—THE TRI-METRICAL CLASSIC.

千字文

2.—THE THOUSAND WORDS POEM.

Translated from the Chinese.

By E. J. SMITH, F.R.G.S.

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